



Kitsap County:

***Meeting Our  
Transportation Challenges***

Kitsap Regional  
Coordinating Council

Presented to Washington Transportation Commission  
*September 16, 2008*

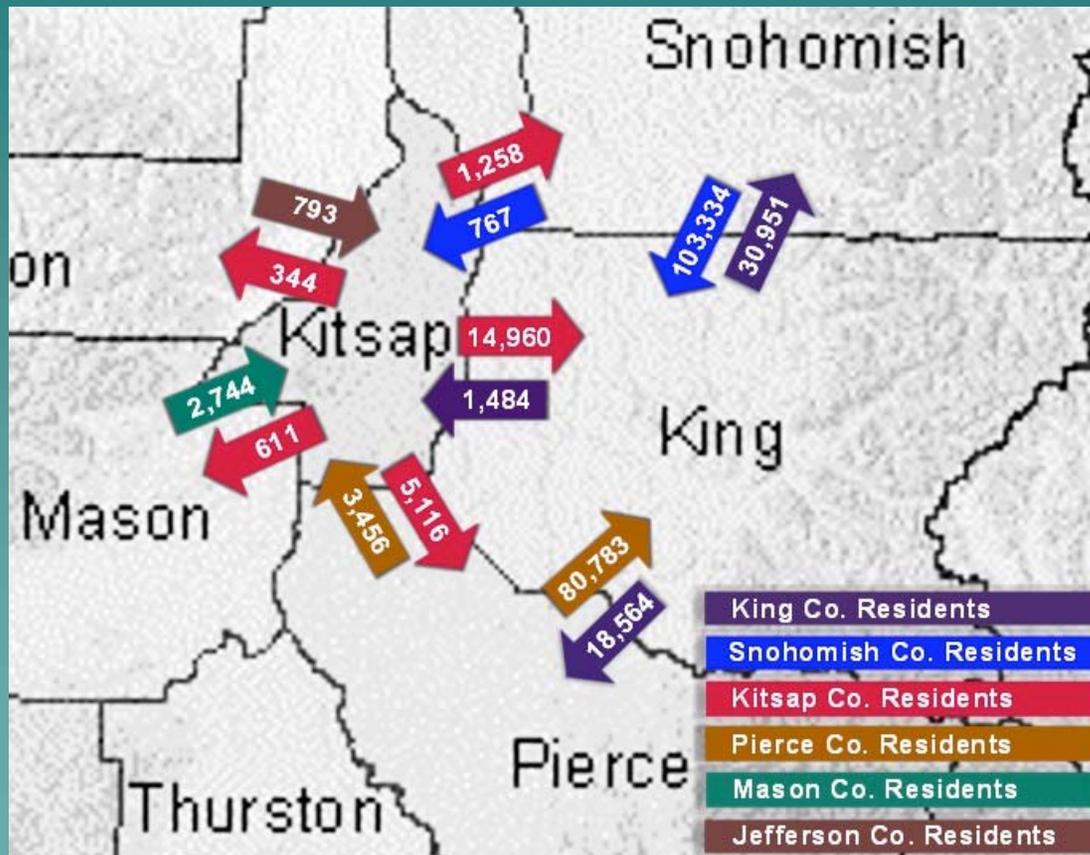
# Kitsap is uniquely situated in the Puget Sound Region



# Kitsap is uniquely situated in the Puget Sound Region

- ◆ Naval Base Kitsap is third-largest in nation:
  - Homeland Security needs
  - Emerging regional economic development cluster
  - Local isolation: emergency management
- ◆ Bridge & Ferry dependent
- ◆ Statewide Recreation:
  - Gateway to Olympic Peninsula
  - Ferries Major WA State Tourist Attraction
- ◆ Not urban/suburban  
(not yet *too* congested)
- ◆ But not rural either  
(ineligible for federal programs)

# Kitsap Worker Flow is Typical for Metro Ring



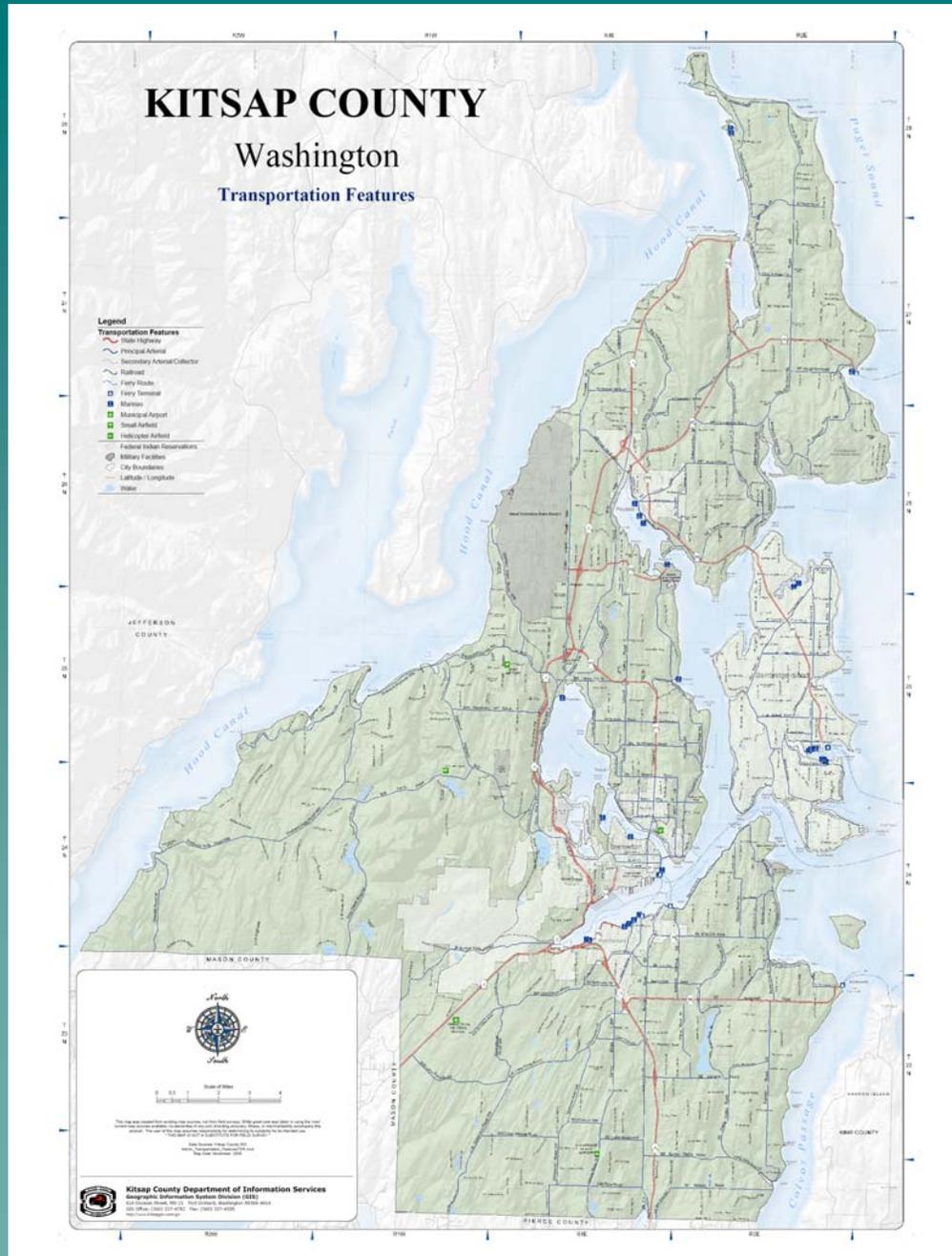
Residents working elsewhere as a % of County's Workforce

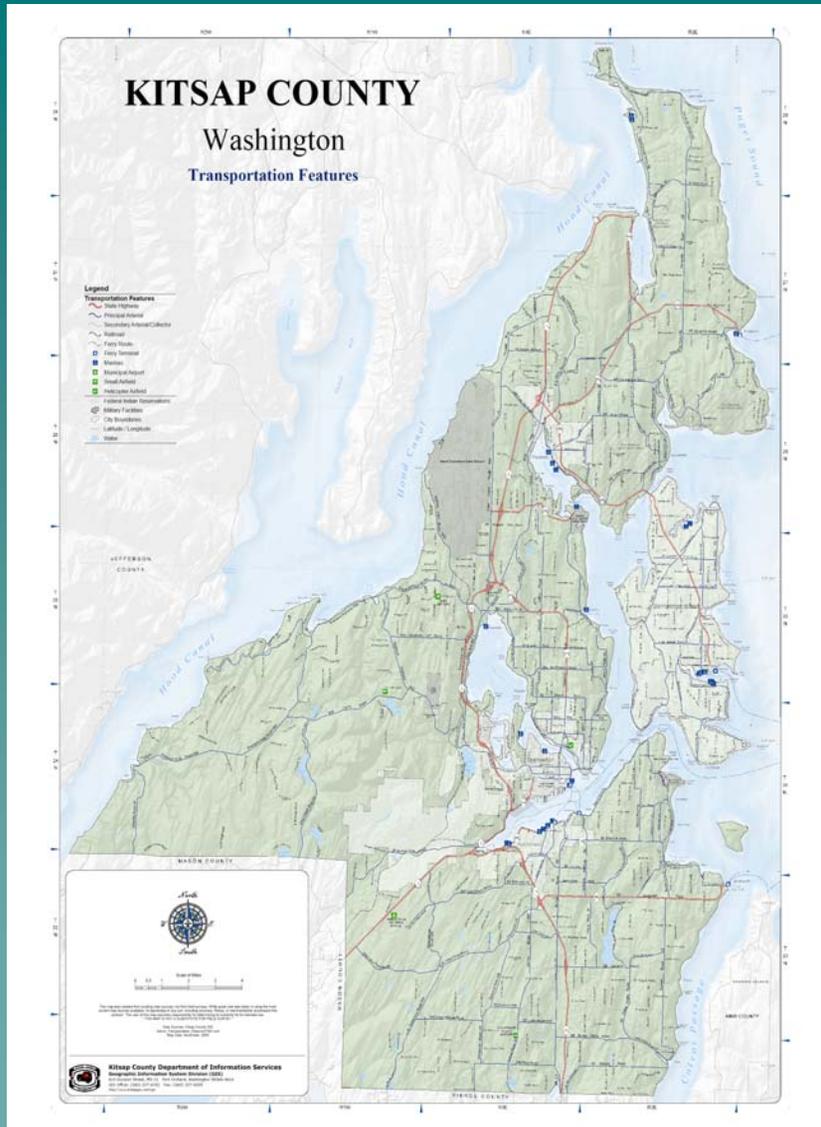
King	7%
Whatcom	9%
Skagit	22%
Kitsap	23%
Thurston	27%
Pierce	30%
Snohomish	37%

Source: U.S. Census 2000

Seattle Metro Area seems further away because of Puget Sound.

Kitsap's Road System is also unique: Most major roads are State Highways of Statewide Significance.





Ferry connections to Seattle Metro area are designated by WSDOT as of Statewide Significance:

Kingston ~ Edmonds

Bainbridge ~ Seattle

Bremerton ~ Seattle

Southworth ~ Seattle  
*(not SS System)*

# Each route is unique

- ◆ Commuter ~ Tourism
- ◆ Walk-on ~ Drive-on
- ◆ Length of trip (time + distance)
- ◆ Frequency of service
- ◆ Terminal configurations & needs
- ◆ Vessel capacity + amenities

# Each route is the same

- ◆ A rhythm that marks the day
- ◆ Long traffic queues that divide neighborhoods
- ◆ Service that's central to its community of riders
  - .....its economic vitality
  - ..... its way of life ...
    - Commuting
    - Shopping
    - Recreation
    - Social

# Kitsap's Transit Service: A History of Innovation

- ◆ Routed bus service
- ◆ Vanpools & Worker-Driver Busses
- ◆ Naval Base Kitsap ~ Transportation Incentive Program & Federal Flex Pass ~  
40 – 45% of PSNS workforce
- ◆ ACCESS service (para-transit)
- ◆ SCOOT Station-cars for Smart Commuters
- ◆ Guaranteed Ride Home Program for car/van poolers
- ◆ Experimental Electric Bus Program with Western WA University

# A History of Innovation (*cont'd*)

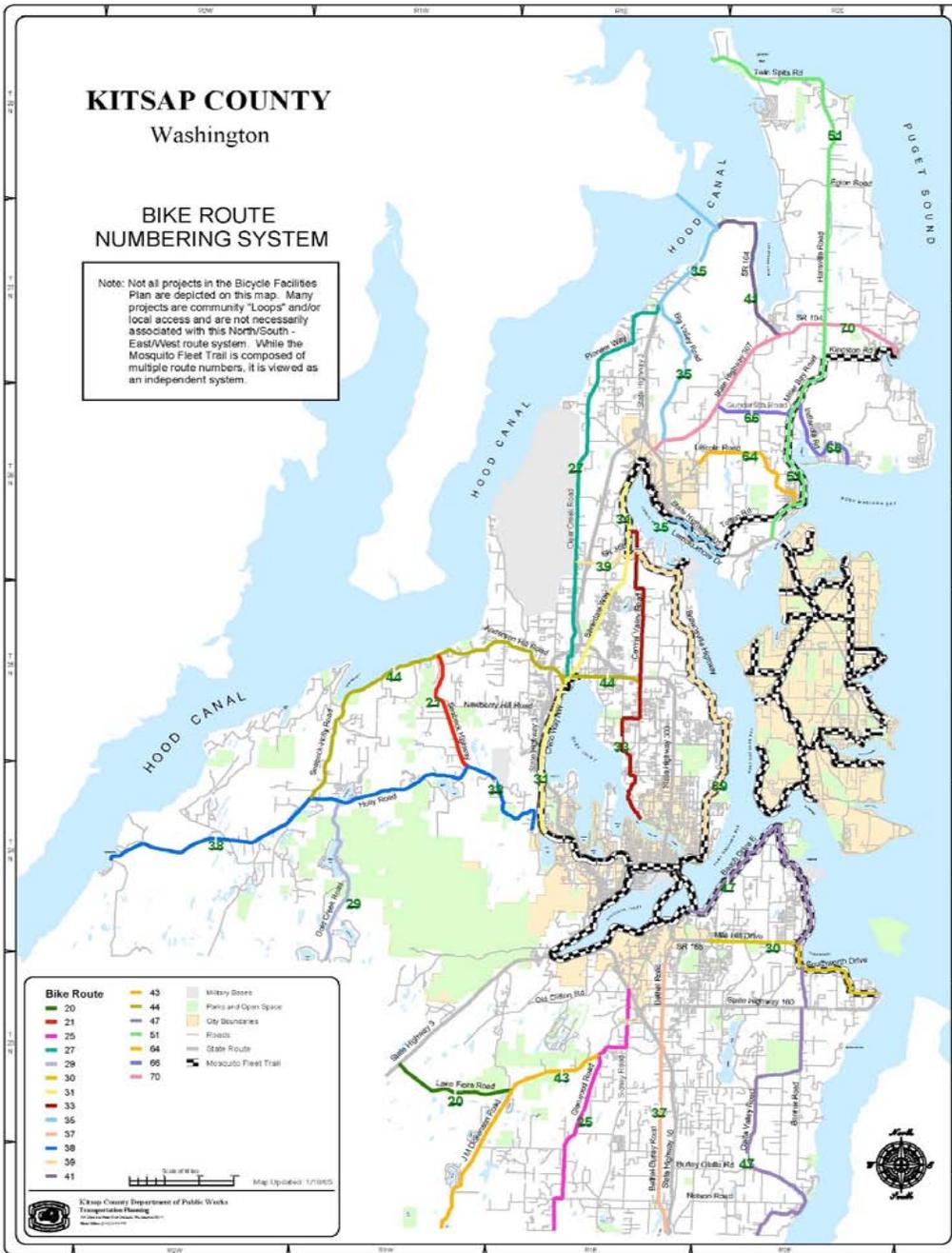
With more linear miles of shoreline than area square miles, Kitsap's focus is on local & regional ferry connections:

- ◆ Transit meets 90% of ferries, especially during the peak.
- ◆ Park & Ride Lots and Transfer Centers, including:
  - to Pierce County @ Purdy
  - to Jefferson County @ Poulsbo
  - to Mason County @ Bremerton Trans Center
- ◆ Local foot ferry service 1600+ riders daily  
Bremerton ~ Port Orchard ~ Annapolis
- ◆ High capacity Bremerton ~ Seattle  
passenger only ferry service (*Discontinued*)
- ◆ Shared construction & management of the Bremerton Transportation Center with WSF
- ◆ Currently, conducting wake research through development & testing of ultra-low wake passenger ferry prototype

# KITSAP COUNTY Washington

## BIKE ROUTE NUMBERING SYSTEM

Note: Not all projects in the Bicycle Facilities Plan are depicted on this map. Many projects are community "Loops" and/or local access and are not necessarily associated with this North-South - East/West route system. While the Mosquito Fleet Trail is composed of multiple route numbers, it is viewed as an independent system.



Kitsap County and Cities are developing Bicycle Routes throughout the County, including the Mosquito Fleet Trail

Transit busses provide bike racks & bike lockers

# Freight Movement to & through Kitsap County

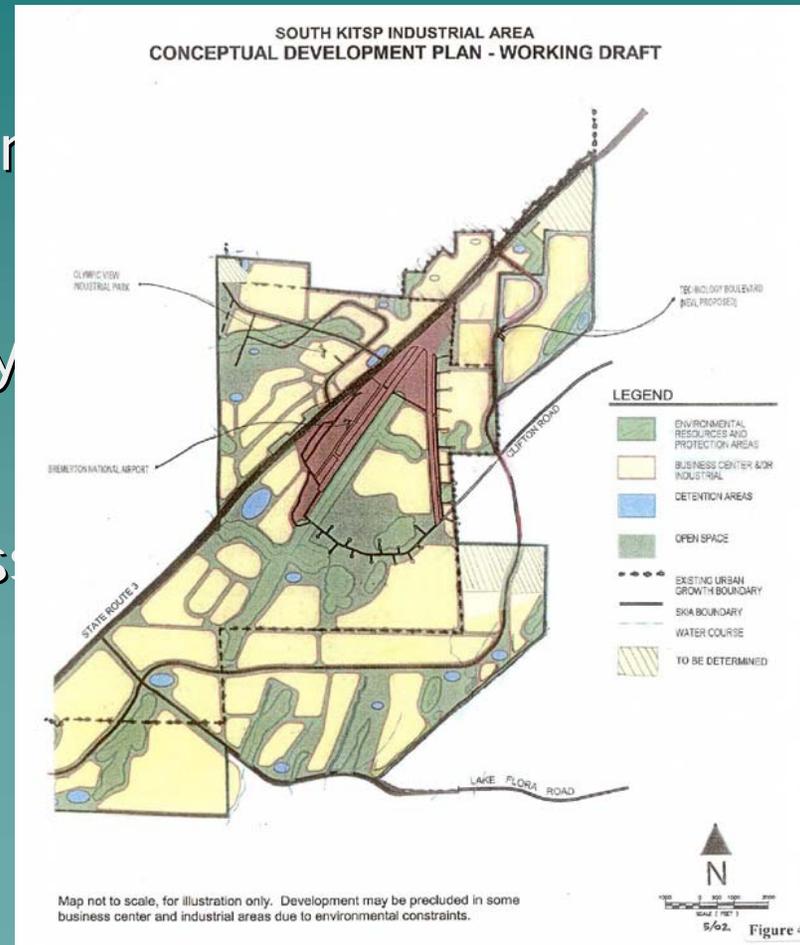
- ◆ Designated Ferry Routes:
  - Edmonds ~ Kingston
  - Seattle ~ Bremerton
- ◆ Rail Corridor Connecting Port of Bremerton with SE Washington
- ◆ Bremerton National Airport at the Port of Bremerton
- ◆ SR 3 / SR 16 Corridor

# Regional Location and Accessibility



# Links to the South Kitsap Industrial Area

- ◆ PSRC designated Regional Industrial Center
- ◆ 3400 Acre Concept Plan Adopted by Kitsap County '03
- ◆ Zoned Industrial, Business Center and Airport
- ◆ 9350 Jobs in 13 years
- ◆ 14,102 Jobs at build-out



# Telework: The 10% Strategy

## ◆ Telework Pilot Project

- WA State Department of Transportation
- WA State Commute Trip Reduction Program
- Kitsap Regional Coordinating Council + partners...

WSU

Boeing

REI

Kitsap Regional Library

Kitsap Economic Development Alliance

## ◆ Kitsap is 100% high-speed internet accessible

## ◆ Kit~Net: 120+ mile fiber optic backbone

# Project Core

**Deliverable:** *A Telework Toolkit that any community, agency, company or other organization can use to implement a successful telework program.*

## **Methodology:**

- ◆ Analyze existing telework programs & toolkits
- ◆ Build the pilot toolkit
- ◆ Conduct pilot test with organizations & teleworkers
- ◆ Revise toolkit based on pilot test results
- ◆ Finalize toolkit. Deliver to State Legislature July 1, 2009.

# The Toolkit is a Website: TeleworkToolKit.com

## ◆ *5 Main Topics:*

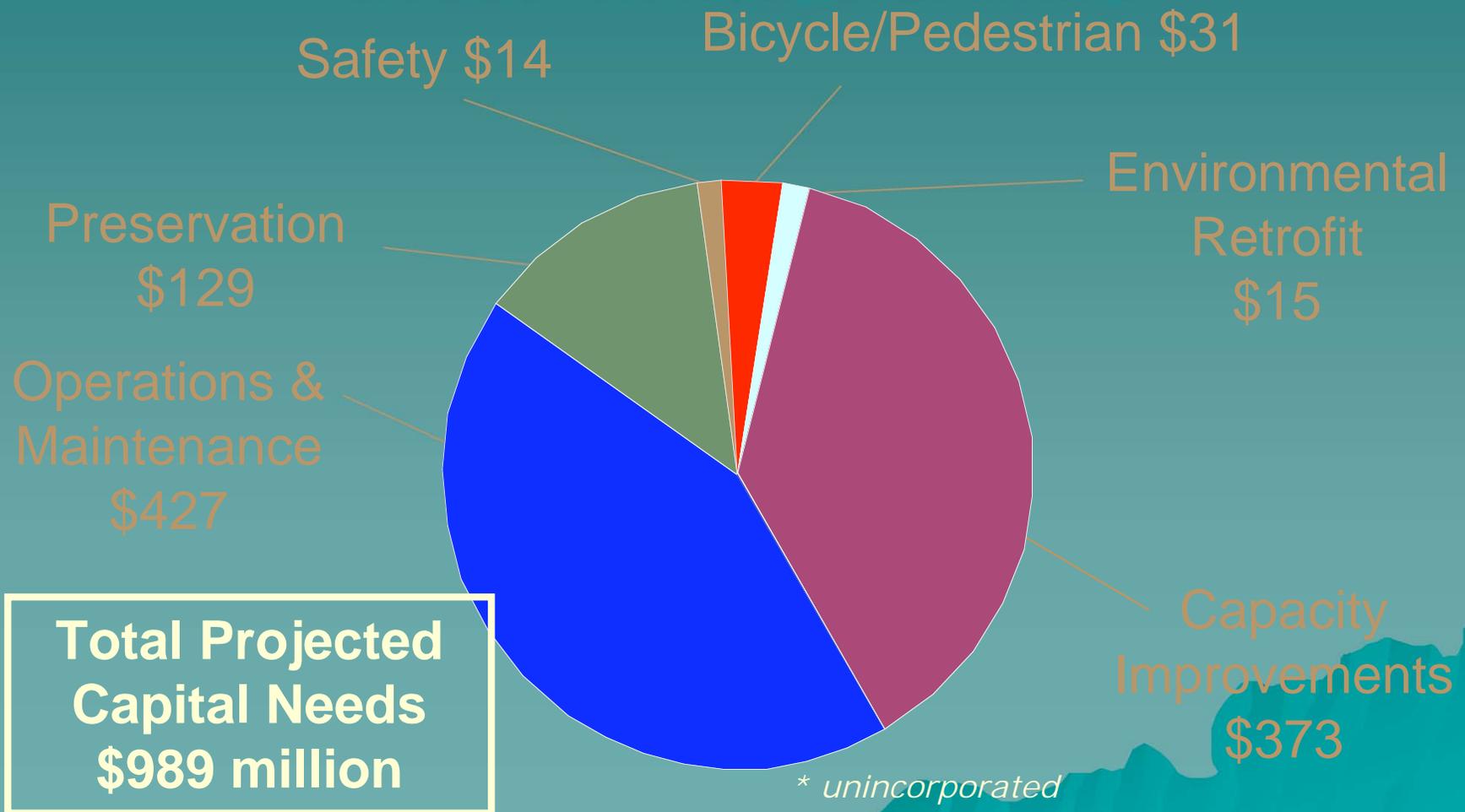
- Employees
- Organizations
- Technology
- Telework Centers
- Resources

## ◆ *50+ Participating Organizations:*

- Public & private sectors
- Kitsap County
- Jefferson County ~ bridge closure
- Seattle/Tacoma
- Large & small

# County\* Identified Transportation Needs

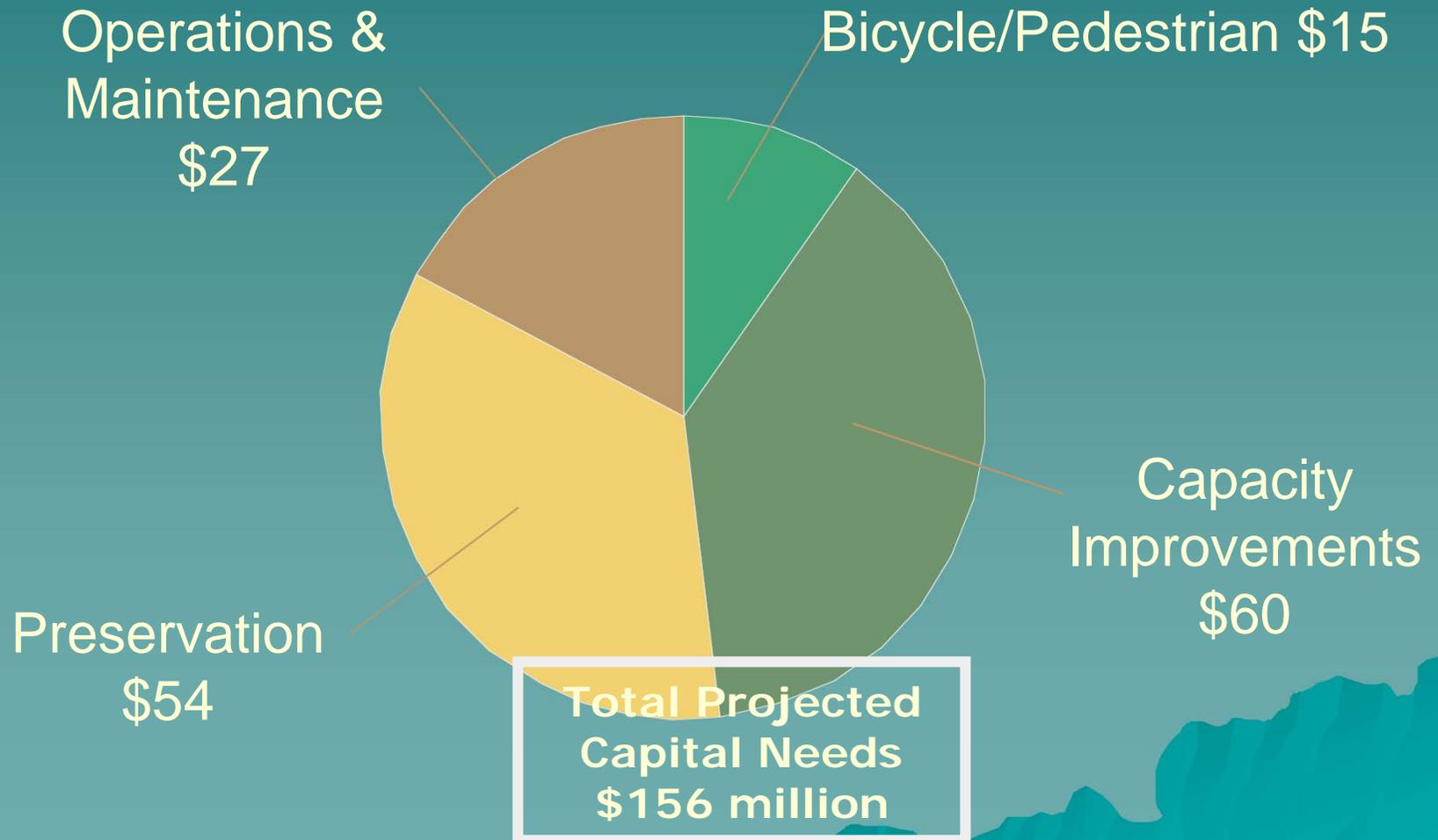
2006 – 2025 (\$ in millions)

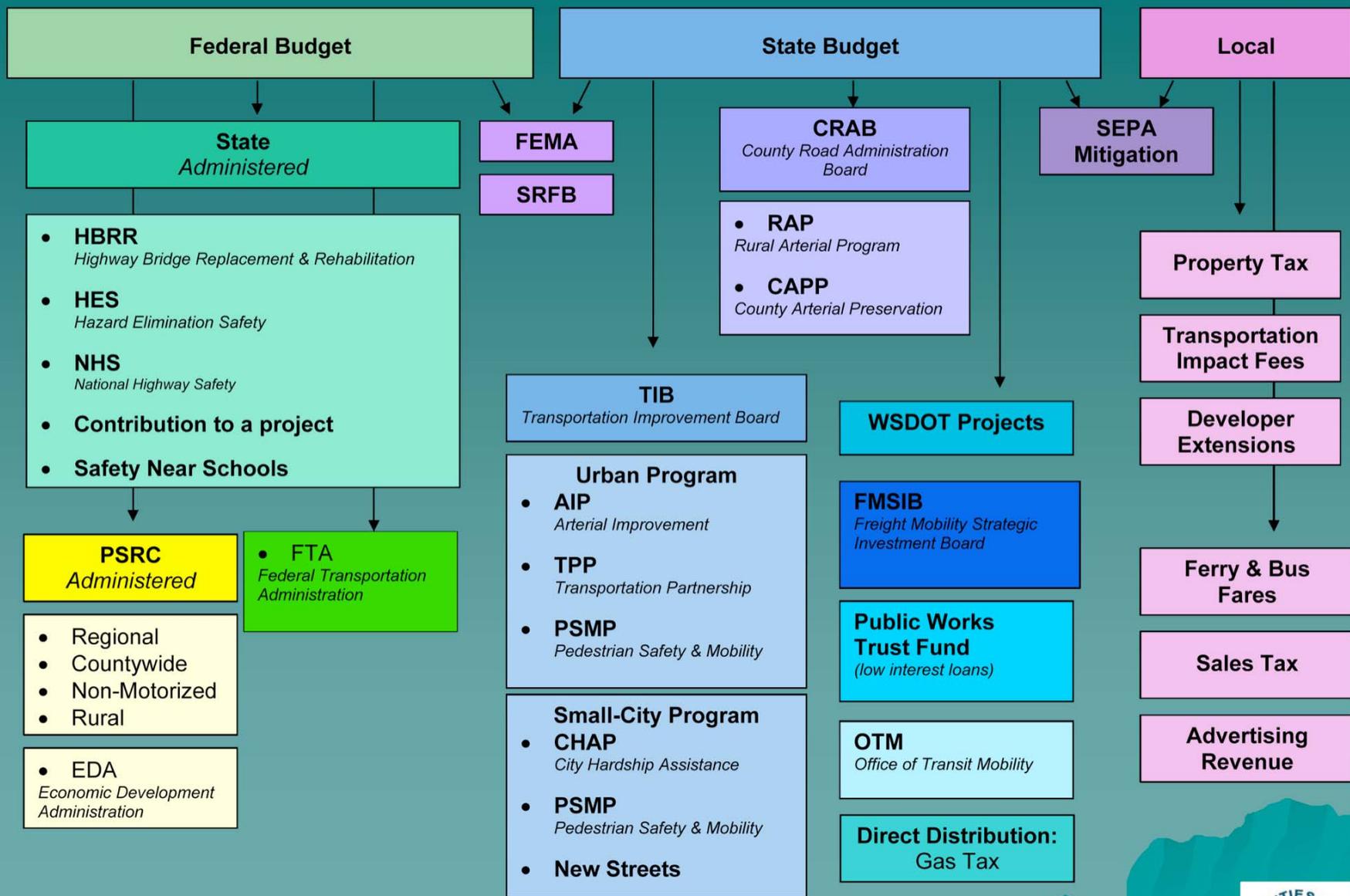


# Identified Trans Needs

2006 – 2025 (\$ in millions)

Bainbridge Island





November 10, 2005



# Kitsap: small enough to get things done!

- ◆ Federal funding to Kitsap  
1995 – 2006

- ◆ Countywide:

1995: \$4,312,927

1997: \$1,176,000

1999: \$4,535,313

2000: \$2,750,000

2002: \$1,670,000

2003: \$1,143,642

2004: \$3,730,250

2005: \$1,192,490

*Total Countywide:*

*\$20,390,692*

- ◆ *Regional  
Competitive: \$20,059,500*

- ◆ We have become

- ◆ Determined
- ◆ Pragmatic
- ◆ Innovative

- ◆ Belong to both PRTPO and PSRC

- ◆ PRTPO for coordinated planning
- ◆ PSRC for planning *and* funding

- ◆ Developed effective local decision-making & partnering through the Kitsap Regional Coordinating Council

# Kitsap Regional Coordinating Council

- ◆ Kitsap County

- ◆ Kitsap Cities

- ◆ Bremerton
- ◆ Bainbridge Island
- ◆ Poulsbo
- ◆ Port Orchard

- ◆ Kitsap Tribes

- ◆ Suquamish
- ◆ Port Gamble S'Klallam

- ◆ Port of Bremerton

- ◆ Naval Base Kitsap



**Kitsap Regional Coordinating Council**  
 Commissioners • Mayors • Councilmembers • Tribal Chairs  
*Meets Monthly*

**Executive Committee**  
*Meets Monthly*

**Public Works Group**  
 Senior Staff from all Council jurisdictions • PUD #1 • Navy  
*Meets Quarterly 2006*

**2060 & 2163 Low Income Housing Grant Programs**  
 Application Review Committees  
*Meet During Project Application Review Cycle*

**Planning Directors Forum**  
 Senior Staff from Council jurisdictions • Kitsap Transit  
*Meets Monthly 2006*

**Transportation Policy Committee**  
 County • Cities • Port • Transit • Tribes  
*Ferry Advisory Committees: extended membership*

**Transportation Technical Advisory Committee**  
 Senior Staff from above agencies  
 Regional & State Representatives  
*Meets Monthly 2006*

**Collaborative Strategies Leadership Group**  
 Elected Officials • Senior Staff from Council jurisdictions + fire, schools, transit, et al  
*Meets Quarterly 2006*

**Broadband Task Force**  
 Senior Staff from a variety of Kitsap jurisdictions  
*Meets Monthly 2006*

**Human Resources/ Health Care Working Group**  
 Senior Staff from a variety of Kitsap jurisdictions  
*Meets Bi-Monthly 2006*

**Ad Hoc Staff Working Groups**  
 e.g.,  
 Finance, Parks & Recreation  
 Advisory Committees

**Ad Hoc Policy Committees**

# Strategic Use of Available Funds

- ◆ Focus on regional network: Partner with WSDOT Olympic Region
- ◆ Shorelines → inland
- ◆ Investments to avoid FUBAR

# Coordination → Collaboration

- ◆ WSF & WSDOT: Ferry Service & Uplands Development
- ◆ Ferry Queuing
- ◆ Transit-oriented Development  
*e.g.* Bremerton  
Transportation Center

# Take-Away Messages

- ◆ Help Kitsap: Not-Yet-FUBAR
- ◆ More funding (*of course*)

But pragmatically...

- ◆ Fiber conduit in WSDOT roadbeds
- ◆ Bremerton Airport: Regional Asset

# Planning Planning Everywhere ...

- ◆ Two different overlapping potentially duplicative State Planning programs
- ◆ Two time-consuming confusing and chaos inducing State Planning programs

*Please don't!*

# Now, about the Ferry System...

- ◆ Maintain current service levels
- ◆ Equitable tolling & fare recovery
  - Operating revenue (fares)  
*72% increase already!!!*
  - Local/Regional taxation
  - State support

# Partners in Creative Problem-Solving

*For example...*

\$10-\$20 million annual operational shortfall

~

\$23 million annual savings possible by slowing  
Bremerton vessel ... *media report*

~

One fewer sailings per day

~

New taxes

~

Higher tolls

# And what about that Bugaboo: Parity & LOS?

- ◆ Concurrency generally not such an issue on Kitsap State Highways
- ◆ Rubber raft hits the water: Ferry LOS
- ◆ Challenge: Meet current demand vs. GMA planning
- ◆ LOS Parity: originated in 1993-94
- ◆ Bring other Kitsap terminals & routes up to the Bainbridge standard in order to equally support future population growth

# Walk-On Passenger Growth

- ◆ The wave of our future
- ◆ WSF funding strategies must respect funding needs for future local/regional POF support
- ◆ *Behavior change*: WSF must help drive transit connections to all ferry routes on both sides of Puget Sound

*Thank you for this opportunity  
to begin a dialogue  
as we face together  
the biggest challenge since  
(my uncle-in-law) Folger Peabody  
sold the system to  
Washington State in 1951!*